

CITY OF OAKLAND

AGENDA REPORT

2008 DEC -4 AM 9:57

TO: Office of the City Administrator
ATTN: Dan Lindheim
FROM: Community and Economic Development Agency
DATE: December 16, 2008

RE: **Resolution Approving The Installation Of 1) A Stop Sign On Peterson Street At Glascock Street; 2) Stop Signs On 23rd Avenue At East 29th Street; And 3) A No Stopping Anytime Zone On Foothill Boulevard, North Side, From MacArthur Boulevard To A Point 250 Feet East**

SUMMARY

A resolution has been prepared for the installation of 1) a stop sign on Peterson Street at Glascock Street; 2) stop signs on 23rd Avenue at East 29th Street; and 3) a No Stopping Anytime zone on Foothill Boulevard, north side, from MacArthur Boulevard to a point 250 feet east (see Attachment A).

Section 10.12.110 of the Oakland Municipal Code authorizes the Traffic Engineer, by Council Resolution, to install stop signs at intersections within the City's right of way.

Section 22507(a) of the California Vehicle Code authorizes local authorities by ordinance or resolution to prohibit or restrict the stopping, parking, or standing of vehicles on certain streets or highways, or portions thereof, during all or certain hours of the day.

FISCAL IMPACTS

The cost to install signs and associated pavement markings is approximately \$1,900.00. Funds are available in the Community and Economic Development Agency, Transportation Services Division's Neighborhood Traffic Safety Program (C268610), Measure B Fund (2211), Transportation Services Division Administration Organization (88361). The recurring cost for maintaining signs will be low. It will consist mainly of cleaning the signs if they are defaced or replacing the poles if they are knocked down. The potential repair costs will be funded by the Citywide Sign Replacement Program (C271210), Measure B Fund (2211), and Capital Projects--Traffic Engineering/Parking Organization (92246).

BACKGROUND

Transportation Services Division (TSD) staff received a request from the California Public Utility Commission to install a stop sign on Peterson Street at Glasscock Street as part of a

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diagnostic and safety review of railroad crossings in the City of Oakland. Currently, a railroad track runs down the center of Glascock Street and through its intersection with Peterson Street.

Peterson Street is the minor approach of this three-leg intersection, or the stem of the "T". A staff investigation found that the driver sight distance from Peterson Street to Glascock Street was significantly shortened by the existing structures on the corners of this intersection. Given the limited visibility, drivers from Peterson Street turning onto Glascock Street must stop their vehicles before they can negotiate the turn safely.

Staff received a request from residents in Neighborhood Crime Prevention Council (NCPC) Beat 18Y to discuss their traffic safety concerns along the 23rd Avenue corridor between Interstate 580 and East 27th Street. The specific concerns were about pedestrian safety, high vehicle speeds, recent accidents near the intersection of 23rd Avenue and East 29th Street, and the potential to install stop signs at said intersection. Twenty-third Avenue is a residential collector street with single family homes and driveways throughout the focused segment. East 29th Street has stop signs on both approaches to 23rd Avenue. The painted crosswalk at the intersection provides access to AC Transit bus stops on both sides of 23rd Avenue and a nearby senior center on East 29th Street east of the intersection. Accident records for the intersection show seven accidents in the most recent five year period, six of which are of the type that may be corrected by stop signs on 23rd Avenue.

Lastly, staff received a request from the Police Department to prohibit parking or stopping of vehicles on Foothill Boulevard along the frontage of the Commodore Hotel located at 10100 MacArthur Boulevard. The area of concern is on the north side of Foothill Boulevard from MacArthur Boulevard to a point 250 feet east. The Police Department requested the prohibition of parking or stopping here because of associated criminal activities. Staff has also received a letter from the property owner of the hotel requesting the City to prohibit the parking in front of their property.

KEY ISSUES AND IMPACTS

Installing a stop sign on Peterson Street at Glascock Street and stop signs on 23rd Avenue at East 29th Street will improve safety for all road users by designating traffic right-of-way and providing sufficient time for pedestrians and bicyclists to cross the street. The proposed stop sign on Peterson Street at Glascock Street will also improve the crossing of the railroad track on Glascock Street. The proposed stop signs on 23rd Avenue at East 29th Street will also reduce overall vehicle speeds on the 23rd Avenue Corridor.

The proposed 250 feet of no stopping anytime zone on Foothill Boulevard will reduce the on-street parking supply in the area by approximately eight spaces. These spaces were not used by the neighbors for long-term parking, so the impact on the neighbors will be minimal.

PROGRAM DESCRIPTION

The proposed improvements will be funded by the Neighborhood Traffic Safety Program (NTSP) which is part of the City's Capital Improvement Program. The purpose of the NTSP is to fund the cost to install traffic control devices such as signs and pavement markings and traffic calming devices such as speed bumps, traffic islands, bulb-outs, etc. The goal of the program is to improve safety for all road users citywide but specifically in residential neighborhoods.

SUSTAINABLE OPPORTUNITIES

Economic:

There are no sustainable economic opportunities resulting from the proposed stop signs and parking prohibitions.

Environmental:

The proposed stop signs may increase air and noise pollution and fuel consumption minimally. However, the benefits of improved roadway safety outweigh these disadvantages.

Social Equity:

The proposed stop signs will enhance roadway safety for non-auto travelers, as well as drivers.

DISABILITY AND SENIOR CITIZEN ACCESS

The proposed stop signs will enhance roadway safety for disabled and senior citizens walking through the subject intersections.

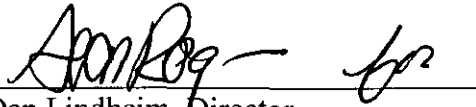
RECOMMENDATION AND RATIONALE

Staff recommends adoption of the resolution installing a stop sign on Peterson Street at Glascock Street and stop signs on 23rd Avenue at East 29th Street and a no stopping anytime zone on Foothill Boulevard in front of 10100 MacArthur Boulevard.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council adopt the resolution.

Respectfully submitted,



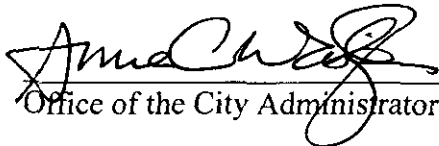
Dan Lindheim, Director
Community and Economic Development Agency

Reviewed by:
Michael J. Neary, P.E.
Deputy Director
Community & Economic Development Agency

Wladimir Wlassowsky, P.E.
Transportation Services Division Manager

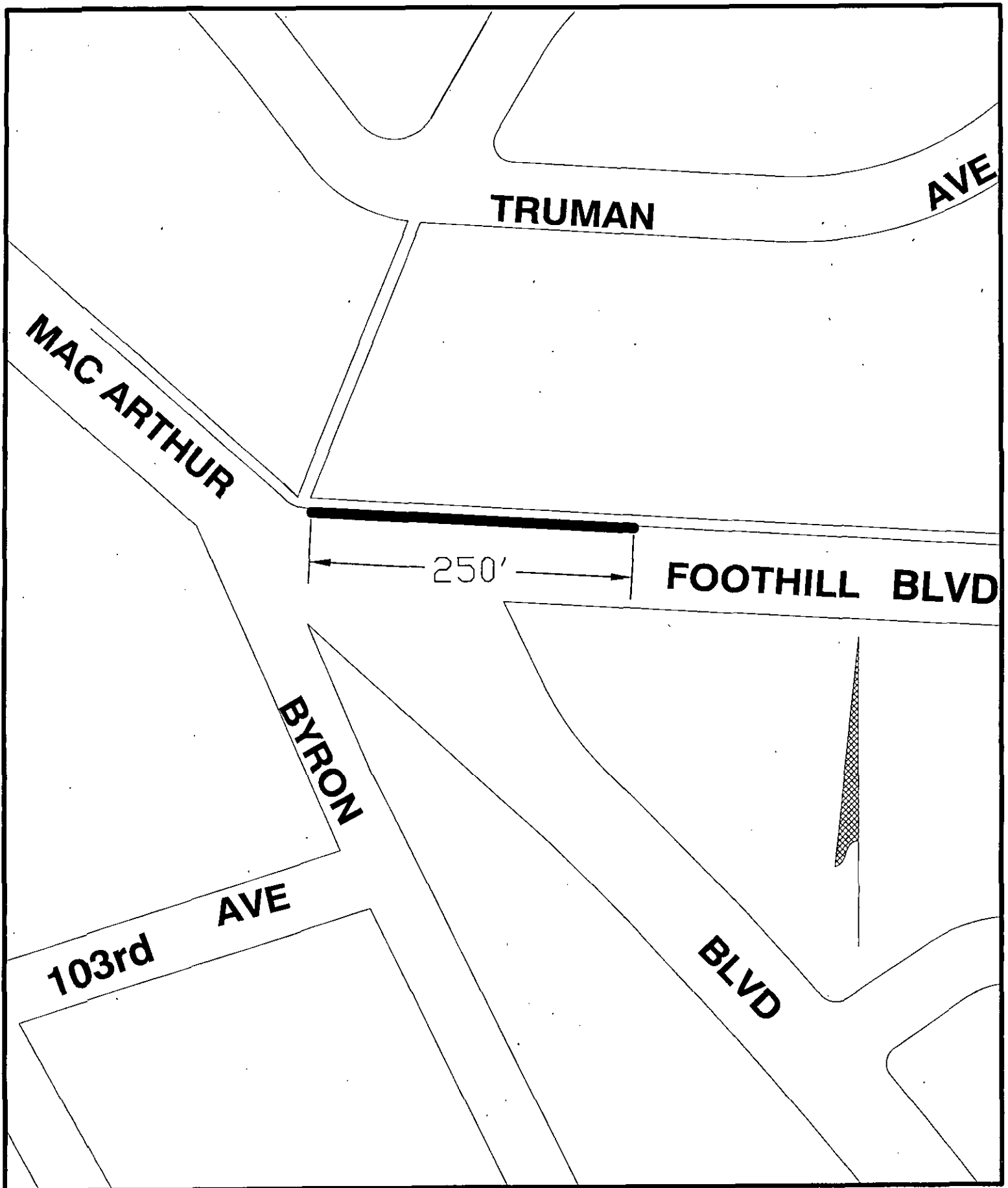
Prepared by:
Joe Wang, P.E.
Supervising Transportation Engineer
Transportation Services Division

APPROVED AND FORWARDED TO
THE PUBLIC WORKS COMMITTEE:


Office of the City Administrator

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Attachment 'A'



— Proposed NSAT Zone on Foothill Blvd.

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2008 DEC -4 AM 9:57

Approved as to Form and Legality

OAKLAND CITY COUNCIL


City Attorney

RESOLUTION NO. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION APPROVING THE INSTALLATION OF 1) A STOP SIGN ON PETERSON STREET AT GLASCOCK STREET; 2) STOP SIGNS ON 23RD AVENUE AT EAST 29TH STREET; AND 3) A NO STOPPING ANYTIME ZONE ON FOOTHILL BOULEVARD, NORTH SIDE, FROM MACARTHUR BOULEVARD TO A POINT 250 FEET EAST

WHEREAS, Oakland Municipal Code Section 10.12.110 authorizes the Traffic Engineer, by Council Resolution, to install stop signs at the above intersections; and

WHEREAS, the California Public Utility Commission requested the Transportation Services Division to install a stop sign on Peterson Street at Glascock Street as a railroad crossing safety improvement; and

WHEREAS, residents requested the Transportation Services Division to investigate traffic safety at the intersection of 23rd Avenue and East 29th; and

WHEREAS, Transportation Services Division staff investigated the traffic conditions and accident history for these intersections and found with respect to each of the intersections as follows:

1. Peterson Street is the minor approach to a three-legged intersection with Glascock Street (stem of the "T"). None of the approaches are currently controlled by stop signs. The driver sight distance from Peterson Street to Glascock Street is significantly shortened by the structures on the corner of the intersection, requiring a full stop before entering the intersection. There are railroad tracks that run down the center of Glascock Street.
2. 23rd Avenue is a neighborhood collector street and East 29th Street a minor street with stop signs upon both approaches to 23rd Avenue. There have been seven reported accidents at the intersection in the most recent five-year period. There are bus stops on both sides of 23rd Avenue and a senior center on East 29th Street just east of the intersection, both generating pedestrian activity.

WHEREAS, the Traffic Engineer found the installation of stop signs at the above locations, according to traffic engineering standards and practices, to be the most appropriate solution to designate right-of-way, reduce accidents, and calm traffic in residential neighborhoods; and

WHEREAS, California Vehicle Code Section 22507(a) authorizes local authorities by ordinance or resolution to prohibit or restrict the stopping, parking, or standing of vehicles on certain streets or highways, or portions thereof, during all or certain hours of the day; and

WHEREAS, citizens requested the Transportation Services Division to establish no stopping anytime on Foothill Boulevard, north side, in front of 10100 MacArthur Boulevard (Commodore Hotel); and

WHEREAS, the Transportation Services Division received a written request from the owner of the Commodore Hotel to prohibit stopping of vehicles along the said frontage and support from the Oakland Police Department Bureau of Field Operations Area III for the request; and

WHEREAS, the reasons provided by the above requesters and supporters of the no stopping anytime zone were related to the prevention of criminal activities; and

WHEREAS, the Traffic Engineer has determined that the proposal will have insignificant effect on the supply of long-term parking for nearby residents; and

WHEREAS, funds totaling \$1,800.00 are available in the Community and Economic Development Agency, Transportation Services Division's Neighborhood Traffic Safety Program (C268610), Measure B Fund (2211), Organization (88361) to install signs and associated pavement markings; now, therefore, be it

RESOLVED: That, pursuant to Oakland Municipal Code Section 10.12.110, California Vehicle Code Section 22507(a), the findings of the Traffic Engineer set forth above and in the accompanying report, the City Council hereby approves the installation of stop and no stopping anytime signs at the following locations:

1. Peterson Street—Install a stop sign stopping the single approach on Peterson Street at Glascock Street.
2. 23rd Avenue —Install stop signs on both approaches of 23rd Avenue at East 29th Street.
3. Foothill Boulevard—Install no stopping anytime signs on Foothill Boulevard, north side, from Mac Arthur Boulevard to 250 feet east.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20__

PASSED THE FOLLOWING VOTE:

AYES – BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN, REID, AND PRESIDENT DE LA FUENTE

NOES –

ABSENT –

ABSTENTION –

ATTEST: _____

LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California